

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT East German Aircraft Industry: Further Development of Aircraft Production in Dresden

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1. Production of the IL 14 aircraft

Between summer 1958 and January 1959, the 46th through 61st planes of this type were produced. They were distributed as follows:

- 46 and 47 : East German Army
- 48 and 49 : flown from East Germany to Communist China in December 1958
- 50 and 51 : still in Dresden in January 1959; one was scheduled to be sent in early February to North Vietnam
- 52 and 61 : not yet allocated; they were still in Dresden, most of them at the airfield. No customers for these planes existed as of January 1959.

During 1959, 25 more planes of this type are to be completed, and then this production is to be suspended. These are to be equipped for tourist-class flights, with 32 seats instead of the standard 24. There are allegedly customers for these planes.

The IL-14 sells for 2 million DME; this price is the same for the East German Army as for the other Satellites. However, production costs are well over the 2 million DME mark.

The East German commercial airline, on the other hand, purchased its first plane, an IL 14, from the USSR for 600,000 DME. This plane is no longer produced in the Soviet Union. East German production costs were higher because, since there was no assembly-line production, most of the work was done by hand.

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2. 152 type aircraft

In addition to details on model V 1 of the 152, [redacted] models V 4, 5, 6, 7, 8, 9, and 10 through 13 are in production. The most important 50X1-HUM is the V 4, on which the series production is to be based. This model will be assigned the designation BB 152/II. [redacted] the differences between the V 1 and the V 4. The V 4 is scheduled to be flight tested before August 50X1-HUM 1959, and the first BB-152/II planes are to be ready for export in 1960. During the Third Five-Year Plan, 200 BB-152/II's are to be produced in Dresden. The V 1 of the BB/152/II was still equipped with a Soviet engine in January 1959, since the Ol4 engine had not yet been flight tested. The Ol4 engine, developed by the VEB Entwicklungsbau, Pirna-Sonnenstein, has been installed in a Soviet IL 28 bomber at Leipzig-Schkeuditz, for testing purposes. After it has been tested, it is to be turned over for series production to the VEB Industrierwerk Karl-Marx-Stadt. This is to take place, at the latest, in summer 1959.

3. General information on production

- a. The plan realization of the VEB Flugzeugwerk (Aircraft Factory) Dresden in 1958 was 103%; three IL 14 planes ~~above~~ the planned quota were produced.
- b. The framework of Halle 19, at the plant site in Dresden was completed as of January 1959. The building is of the same size as Halle 22 (170 x 50X1-HUM 170 meters). Production in the building is scheduled to begin in spring 1959. [redacted] Halle 22 was being used for final assembly in January 1959.
- c. Halle 35 ~~has been~~ completed, and by the end of 1958 was being used for flight testing.
- d. During the last few months of 1958 the wind tunnel in Halle 38 was completed; the high and low velocity channels were added last.
- e. A new building, the so-called Veredelungshalle (refinement building), is planned to be erected on the airfield grounds at Dresden-Klotzsche; no number had been assigned to this building as of January 1959. For the first construction phase (framework), 61 million DME have been allocated. Among other things, the production of eloxadized zinc sheet is to take place. It is possible that future production of military aircraft will also take place here. The new building is to be on the other side of the street, between Halle 19 and 22. It will be 170 meters long; the cellar area is 10 meters deep.

4. The Dresden-Klotzsche airfield

- a. During 1959 the construction of buildings and installations designed for **flight safety use is to be** completed at the airfield. The installation of airfield beacons and markers is planned. ~~Plans were being drawn up in January 1959.~~
- b. ~~The following~~ Short landing path transmitters (Kurz-Gleitwegsender - ILS), ~~which~~ are still being tested, and were not yet in use for flight traffic as of January.
- c. An all-round search apparatus and **landing** radar were erected on the airfield; these devices were sent from the USSR. However, after some discussion between the East German Air Force Oberkommandant Kessler, the Soviets, and East German aircraft industry officials, it was decided that this equipment **would be operated exclusively by East German Army (NVA) personnel.** ~~The instruments are on the northwest side of the field, opposite the C-Bahn.~~

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5. Production of consumer goods

- a. The Dresden Aircraft Factory is to produce consumer goods in 1959, as follows:

Conveyer chains for beet harvesters

570 potato ~~planting~~ machines

Windows and doors for the Construction Industry

Equipment for 400 refrigerator cars

22,000 fenders for automobiles

Hatch covers for ships

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